



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies & Plans
FAP Route 301 (US 20)
Section 43-1, -2, -3, -4, -5 & 177-1
JoDaviss and Stephenson Counties
Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Marvin Schultz
2819 West Vela Grande Road
Scales Mound, Illinois 61075

Dear Mr. Schultz:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The Department has considered your suggestion regarding an interchange at Stagecoach Trail. However, due to the proximity to Horseshoe Mound interchange and design criteria for grades at interchanges, your suggestion has not been implemented.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk
By: Ross E. Monk
Engineer of Program Development

ST/US 20 freeport galena/lbg/schultz



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Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Ms. Karen Hirsch
14 A23 Marina View Drive
Apple River, Illinois 61001

Dear Ms. Hirsch:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The Department has considered your suggestion regarding an interchange at Stagecoach Trail. However, due to the proximity to Horseshoe Mound interchange and design criteria for grades at interchanges, your suggestion has not been implemented.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk
By: Ross E. Monk
Engineer of Program Development

ST/US 20 freeport galena/lbg/hirsch

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US 20 Glacier Shadow Pass Study

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk
By: Ross E. Monk
Engineer of Program Development

Enclosure

ST/US 20 freeport galena/partial input/marsden



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US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Kyle L. Marsden
11317 West Red Gates Road
Galena, Illinois 61036

Dear Mr. Marsden:

Thank you for your Comment Sheet from the US 20 Glacier Shadow Pass Public Hearing held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center, in Galena.

The Illinois Department of Transportation (IDOT) understands the difficult situation in which you have been placed because of the proposed freeway alignment bisecting and landlocking portions of your property. Enclosed for your information and better understanding of IDOT's land acquisition process is a brochure entitled "Highway Improvements & Property Rights" and a booklet entitled "A Landowner's Guide to Land Acquisition by the State and Eminent Domain". These documents provide general information concerning the procedures that lead to the acquisition of right of way and the citizen's rights and privileges before, during, and after such acquisition.

Generally, the Department remains flexible when dealing with landlocked parcels. Two possible compensation options exist. The Department either pays severance damages or purchases the remnant. When compensations take place, the Department is obligated to pay a just level of compensation, which will include any fair market value reduction of the remaining property. This would extend to purchase of buildings as well as land.

The State of Illinois expects to build the project in approximately seven usable construction sections, each section taking 2-3 years to construct. The entire project between Galena and Freeport could take 15-20 years to complete, or even longer, depending on availability of funds. In the interim, all affected owners should continue to maintain their property, as condition will be considered in the future appraisal of property and buildings to be acquired.



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US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Ray Ruthenberg
6200 East Evans Road
Stockton, Illinois 61085

Dear Mr. Ruthenberg:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

To meet the transportation needs identified for the U.S. Route 20 corridor, the alternatives evaluated were a No-Action Alternative and two Build Alternatives, an expressway and freeway, both of which would be constructed as four-lane facilities.

Under the No-Action Alternative, the proposed project would not be constructed or implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.

The expressway alternatives generally follow the existing U.S. Route 20 alignment but incorporate bypasses around towns along the route. Expressways have partial access control and employ the use of at-grade intersections. The freeway alternatives would extend from IL Route 84, north of Galena, to Business U.S. Route 20 near Bolton Road, northwest of Freeport. Freeways are divided highway facilities and use interchanges to fully limit access control.

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Nationally, interregional truck travel has risen dramatically as the trucking industry has accounted for an increasing share of shipping since the 1960's. Completion of major segments of the interstate highway system in the 1970's provided a large boost to the use of trucks to transport freight. Travel by commercial truck has continued to grow ever since. Nationwide arterial truck traffic has followed this trend upward, and U.S. Route 20 within the study limits is no exception. Vehicle emissions and traffic generated noise associated with interstate commerce are unlikely to significantly increase due solely to the construction of proposed U.S. Route 20.

This truck traffic, primarily local in nature, will be focused along US Route 20 since it is the only major east-west highway in the area. Existing U.S. Route 20 was not designed to accommodate the larger trucks that are currently the norm for the trucking industry, and a new freeway would accommodate the projected traffic mix more effectively.

Most of the existing trucks that travel U.S. Route 20 are unable to maintain their speed up the many steep grades. This may cause motorists to attempt to pass in areas where it is unsafe. The size of the trucks, campers, and vehicles pulling trailers makes it difficult for vehicles following them to see upcoming curves, hills, intersections, and oncoming traffic. A new freeway, with its relatively flat grades and elimination of conflict points, will provide the safest mode of travel for all vehicles.

The proposed project alone will not induce industrial development in the project area. There are many factors that businesses consider when choosing a location for a move or expansion. Some of these factors are related to the transportation system but others are related to local economic, infrastructure, and political conditions. For example, some specific industries might find the project area attractive because of the proximity to raw materials and markets. The proposed project could be a factor in siting decisions such that a redistribution of development within the project area could occur. Currently, however, U.S. Route 20 is not a major truck route, and it is unlikely to attract significant warehousing facilities or other major truck traffic generators.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815) 284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

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US 20 Glacier Shadow Pass Study

The Department has found that the Freeway Alternates would address traffic safety in the project corridor to a much higher degree than would the Expressway Alternates, due to the exclusion of at-grade intersections and the introduction of grade-separated interchanges. The Department's traffic crash data supports recent research indicating that grade-separated interchanges provide a much greater level of safety than at-grade and signalized intersections, such as would be constructed with the Expressway Alternates. Concerns regarding expressway safety would become more and more pertinent in the future as local development continues and opportunities for conflicts increase.

Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred Alternate. This selection includes the proposed locations of interchanges.

Along with the No-Action Alternative, the Freeway and Expressway Alternates were analyzed for potential air quality impacts. The results of the air quality modeling for the Preferred Alternate show an insignificant change in air quality over the No-Action Alternate. Additionally, pollutant levels are still well below National Ambient Air Quality Standards. Since the air quality modeling indicates that there will be no significant air quality impacts, no mitigation measures are warranted to control vehicle emissions. This information is covered in the technical reports prepared for the project. These are available for review at the IDOT District 2 Office, 819 Depot Avenue, Dixon, Illinois.

To summarize the findings of the Draft Environmental Impact Statement, the Department has found that compared to the other Build Alternates, Alternate 2:

1. has the least negative impact on environmental resources such as natural areas and threatened and endangered species;
2. best preserves prime and important farmland while minimizing adverse travel for farm operations and incompatible traffic mixing for farm vehicles;
3. best facilitates the travel and market access needs of the local communities;
4. provides the best opportunity to facilitate contiguous growth and development for communities in the U.S. Route 20 corridor;
5. generally avoids construction on or near ridge tops, thus making it consistent with JoDaviss County land-use initiatives;
6. provides for the maximum use of existing U.S. Route 20 as a scenic route for travelers;
7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
8. is one of the least costly alternates to build.



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Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Ms. M.J. Reddy
40 Shenandoah
Galena, Illinois 61036

Dear Ms. Reddy:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

To meet the transportation needs identified for the U.S. Route 20 corridor, the alternatives evaluated were a No-Action Alternative and two Build Alternatives, an expressway and freeway, both of which would be constructed as four-lane facilities.

Under the No-Action Alternative, the proposed project would not be constructed or implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.

The expressway alternatives generally follow the existing U.S. Route 20 alignment but incorporate bypasses around towns along the route. Expressways have partial access control and employ the use of at-grade intersections. The freeway alternatives would extend from IL Route 84, north of Galena, to Business U.S. Route 20 near Bolton Road, northwest of Freeport. Freeways are divided highway facilities and use interchanges to fully limit access control.

The Department has found that the Freeway Alternates would address traffic safety in the project corridor to a much higher degree than would the Expressway Alternates, due to the exclusion of at-grade intersections and the introduction of grade-separated interchanges. The Department's traffic crash data supports recent research indicating that grade-separated interchanges provide a much greater level of safety than at-grade and signalized intersections, such as would be constructed with the Expressway Alternates. Concerns regarding expressway safety would become more and more pertinent in the future as local development continues and opportunities for conflicts increase.

Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred Alternate. This selection includes the proposed locations of interchanges.

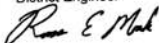
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3. best facilitates the travel and market access needs of the local communities;
4. provides the best opportunity to facilitate contiguous growth and development for communities in the U.S. Route 20 corridor;
5. generally avoids construction on or near ridge tops, thus making it consistent with JoDaviess County land-use initiatives;
6. provides for the maximum use of existing U.S. Route 20 as a scenic route for travelers;
7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
8. is one of the least costly alternates to build.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815) 284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

St/US 20 freeport galena/tbg/reddy



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US 20 Glacier Shadow Pass Study - Galena to Freeport

August 25, 2003

Mr. Tim Berning
Ms. Lynn Berning
11850 West US Highway 20
Galena, Illinois 61036

Dear Mr. and Ms. Berning:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

In your comments you expressed concern about the future of your existing cattle pass. The Department is currently investigating the situation. We will provide you with a detailed explanation of our findings when the investigation is completed.

Again, thank you for your input concerning the US 20 project. IDOT welcomes public involvement and considers it an important part of the planning process. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

St/US 20 freeport galena/tbg/input/berning

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US 20 Glacier Shadow Pass Study

Under the No-Action Alternative, the proposed project would not be constructed or implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.

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Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred Alternate. This selection includes the proposed locations of interchanges.

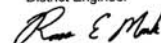
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4. provides the best opportunity to facilitate contiguous growth and development for communities in the U.S. Route 20 corridor;
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6. provides for the maximum use of existing U.S. Route 20 as a scenic route for travelers;
7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
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Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

St/US 20 freeport galena/tbg/morden



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US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. William Morden
24 Cedar Rim Trail
Galena, Illinois 61036

Dear Mr. Morden:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

In your comments, you suggested the State of Iowa should help fund the improvements. Since the proposed project area is completely within the State of Illinois, funding from the State of Iowa is not available.

Another comment you mentioned was concern that speeding causes a great number of the accidents on Route 20 and should be stopped. The Illinois Department of Transportation can only designate speed limits. The enforcement of speed limits is the responsibility of the State Police or local law enforcement agencies.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

To meet the transportation needs identified for the U.S. Route 20 corridor, the alternates evaluated were a No-Action Alternative and two Build Alternates, an expressway and freeway, both of which would be constructed as four-lane facilities.



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US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Kathy Richards
2873 North AYP Road
Lena, IL 61048

Dear Ms. Richards:

Thank you for your Comment Sheet from the US 20 Glacier Shadow Pass Public Hearing held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center, in Galena.

The Department is currently investigating a new alignment for AYP/Cook intersection that will balance the need to meet design standards and the need to reduce impact to property owners in the area. When the investigation is concluded, we will address your comments by providing you with a plan view of the revised design, for your further review.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

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US 20 Glacier Shadow Pass Study

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To summarize the findings of the Draft Environmental Impact Statement, the Department has found that compared to the other Build Alternates, Alternate 2:

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August 20, 2003

Mr. Richard Pouzar
2303 West Cording Road
Galena, Illinois 61036

Dear Mr. Pouzar:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

In your comments you expressed a concern that any lighting that might be needed on this project should not interfere with viewing the night skies. An analysis of roadway lighting indicates that full interchange lighting is not warranted at any interchange location. Only partial lighting at the ramp terminals and gore areas will be installed at each location. Lighting for mainline and sideroad bridges would also be proposed. The District has recently avoided using the 80-150 foot high mast arm towers. Therefore, the partial lighting would consist of the 40 foot (+/-) pole lighting that has been found to be more economical and easier to maintain. Full-cutoff lights are a possible solution to avoid spillover of light onto adjacent areas because they are designed to direct light only to the locations where it is needed, thus minimizing light pollution. The Department of Transportation will commit to using a type of lighting that will minimize light pollution and uplighting along this project.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

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7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
8. is one of the least costly alternates to build.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

ST/us 20 freeport galena/lbg/pouzar



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August 20, 2003

Ms. Cathy Townsend
117 North Canyon Park Road
Stockton, Illinois 61085

Dear Ms. Townsend:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

You expressed an understandable concern about the maintenance and/or snow removal for a new highway. The Department makes every effort to provide the highest quality service level on all roadways in our jurisdiction and will continue to do so. Ongoing maintenance costs represent a substantial portion of IDOT's annual budget, and increases in maintenance expenses have been considered in the decisions made. District 2 has been a leader in applying innovative materials and utilizing the latest technologies in all of our maintenance activities (e.g. weather monitoring technologies) to aid in minimizing poor road conditions. Note that the 12-county District 2 area currently has about 5000 lane miles, so the increased maintenance responsibility would be less than four percent. State-wide the percentage would be well below one percent.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

To meet the transportation needs identified for the U.S. Route 20 corridor, the alternatives evaluated were a No-Action Alternative and two Build Alternatives, an expressway and freeway, both of which would be constructed as four-lane facilities.

Page 3
US 20 Glacier Shadow Pass Study

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

St/US 20 freeport galena/partial input/townsend

Page 2
US 20 Glacier Shadow Pass Study

Under the No-Action Alternative, the proposed project would not be constructed or implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.

The expressway alternatives generally follow the existing U.S. Route 20 alignment but incorporate bypasses around towns along the route. Expressways have partial access control and employ the use of at-grade intersections. The freeway alternatives would extend from IL Route 84, north of Galena, to Business U.S. Route 20 near Bolton Road, northwest of Freeport. Freeways are divided highway facilities and use interchanges to fully limit access control.

The Department has found that the Freeway Alternates would address traffic safety in the project corridor to a much higher degree than would the Expressway Alternates, due to the exclusion of at-grade intersections and the introduction of grade-separated interchanges. The Department's traffic crash data supports recent research indicating that grade-separated interchanges provide a much greater level of safety than at-grade and signalized intersections, such as would be constructed with the Expressway Alternates. Concerns regarding expressway safety would become more and more pertinent in the future as local development continues and opportunities for conflicts increase.

Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred Alternate. This selection includes the proposed locations of interchanges.

To summarize the findings of the Draft Environmental Impact Statement, the Department has found that compared to the other Build Alternates, Alternate 2:

1. has the least negative impact on environmental resources such as natural areas and threatened and endangered species;
2. best preserves prime and important farmland while minimizing adverse travel for farm operations and incompatible traffic mixing for farm vehicles;
3. best facilitates the travel and market access needs of the local communities;
4. provides the best opportunity to facilitate contiguous growth and development for communities in the U.S. Route 20 corridor;
5. generally avoids construction on or near ridge tops, thus making it consistent with JoDaviess County land-use initiatives;
6. provides for the maximum use of existing U.S. Route 20 as a scenic route for travelers;
7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
8. is one of the least costly alternates to build.



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
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PROGRAM DEVELOPMENT
Studies & Plans
FAP Route 301 (US 20)
Sections 43-1, -2, -3, -4, -5, & 177-1
JoDaviess and Stephenson Counties
Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Don Mason
Mrs. Crystal Mason
3454 North Ford
Galena, Illinois 61036

Dear Mr. and Mrs. Mason:

Thank you for your Comment Sheet from the US 20 Glacier Shadow Pass Public Hearing held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center, in Galena.

In your comments you expressed a concern that any lighting that might be needed on this project should not interfere with viewing the night skies. An analysis of roadway lighting indicates that full interchange lighting is not warranted at any interchange location. Only partial lighting at the ramp terminals and gore areas will be installed at each location. Lighting for mainline and sidroad bridges would also be proposed. The District has recently avoided using the 80-150 foot high mast arm towers. Therefore, the partial lighting would consist of the 40 foot (+/-) pole lighting that has been found to be more economical and easier to maintain. Full-cutoff lights are a possible solution to avoid spillover of light unto adjacent areas because they are designed to direct light only to the locations where it is needed, thus minimizing light pollution. The Department of Transportation will commit to using a type of lighting that will minimize light pollution and uplighting along this project.

The purpose of this proposed highway is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

The Visual Impact Analysis concluded that the proposed project, with appropriate landscaping as well as structural and roadway design, can be constructed to limit significant, adverse, and long term impacts to the existing aesthetic qualities of the project area. Visual impact reduction recommendations as identified in the Draft Environmental Impact Statement will be incorporated into the final design to ensure

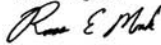
that the proposed highway will function to complement the natural landscape. All possible measures will be employed to enhance the views of the road and views from the road.

The US 20 Advisory Council, made up of five Work Groups comprised of local citizens and officials, also recommended that the Department provide special signage along the Preferred Alternate for tourism features, design aesthetically pleasing highway features such as retaining walls and bridges, and plant trees and vegetation to enhance views. The Preferred Alternate also reinforces both the JoDaviess and Stephenson County land-use plans by avoiding ridgetop construction to a large degree.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

ST/US 20 freeport galena/partial input/mason



Illinois Department of Transportation

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JoDaviess and Stephenson Counties
Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20 2003

Ms. Devi Gray
216 Hawley Lane
Geneva, Illinois 60134

Dear Ms. Gray:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

Alignments south of Tapley Woods were considered. However, due to overall cost and system benefit and design criteria, the alignment to the north of Tapley Woods was chosen. Further assessment is ongoing based on public input.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

To meet the transportation needs identified for the U.S. Route 20 corridor, the alternatives evaluated were a No-Action Alternative and two Build Alternatives, an expressway and freeway, both of which would be constructed as four-lane facilities.

Under the No-Action Alternative, the proposed project would not be constructed or implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.

The Department has found that the Freeway Alternates would address traffic safety in the project corridor to a much higher degree than would the Expressway Alternates, due to the exclusion of at-grade intersections and the introduction of grade-separated interchanges. The Department's traffic crash data supports recent research indicating that grade-separated interchanges provide a much greater level of safety than at-grade and signalized intersections, such as would be constructed with the Expressway Alternates. Concerns regarding expressway safety would become more and more pertinent in the future as local development continues and opportunities for conflicts increase.

Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred Alternate. This selection includes the proposed locations of interchanges.

To summarize the findings of the Draft Environmental Impact Statement, the Department has found that compared to the other Build Alternates, Alternate 2:

1. has the least negative impact on environmental resources such as natural areas and threatened and endangered species;
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7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
8. is one of the least costly alternates to build.

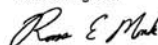
The Visual Impact Analysis concluded that the proposed project, with appropriate landscaping as well as structural and roadway design, can be constructed to limit significant, adverse, and long term impacts to the existing aesthetic qualities of the project area. Visual impact reduction recommendations as identified in the Draft Environmental Impact Statement will be incorporated into the final design to ensure that the proposed highway will function to complement the natural landscape. All possible measures will be employed to enhance the views of the road and views from the road.

The US 20 Advisory Council, made up of five Work Groups comprised of local citizens and officials, also recommended that the Department provide special signage along the Preferred Alternate for tourism features, design aesthetically pleasing highway features such as retaining walls and bridges, and plant trees and vegetation to enhance views. The Preferred Alternate also reinforces both the JoDaviess and Stephenson County land use plans by avoiding ridgetop construction to a large degree.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

ST/US 20 freeport galena/lbg/gray



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
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PROGRAM DEVELOPMENT Studies & Plans

FAP Route 301 (US 20)
Section 43-1, -2, -3, -4, -5 & 177-1
JoDaviess and Stephenson Counties
Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Roger Gratton
8418 West US Highway 20
Galena, Illinois 61036

Dear Mr. Gratton:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of this proposed highway is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

In your comments you suggested ideas to make it easier for farm equipment to travel on the shoulders instead of using a traffic lane. Shoulders are not designed to allow for traffic, in fact it is illegal to use them in this way. When the proposed freeway is built, the traffic volume on the existing US 20 should significantly decrease, allowing for safer travel of farm equipment.

The Department agrees with you on your assertion that bridges are dangerous in icy conditions, and even more so if it is built on a curve. In fact policy states to avoid building bridges on or just before a horizontal curve if possible. Yet when there are a significant number of bridges in very hilly terrain, strictly adhering to this policy may be impossible. A final review of all geometric issues is being completed in conjunction with preparation of the Final Environmental Impact Statement and Design Report.

IDOT is currently conducting a feasibility study regarding the location of an interchange near the entrance to the Galena Territory. The presently proposed interchange is located near Devil's Ladder Road. We will provide you with a detailed explanation of our findings when the study is completed.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

St/US 20 glacier shadow study pass/lbg/gratton/roger



Illinois Department of Transportation

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Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Carl R. "Skip" Schwerdtfeger
1126 Scales Mound Road
Elizabeth, Illinois 61028

Dear Mr. Schwerdtfeger:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

In your comments, you expressed concern for the remaining sections of the Kellogg Trail. Your concern is being investigated by the Central Office Bureau of Design and Environment in Springfield and will be addressed in the Final Environmental Impact Statement.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

St/US 20 glacier shadow study pass/lbg/schwerdtfeger



Illinois Department of Transportation

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Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Michael Langley
201 E. Lonquist Boulevard
Mount Prospect, Illinois 60056

Dear Mr. Langley:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

To meet the transportation needs identified for the U.S. Route 20 corridor, the alternatives evaluated were a No-Action Alternative and two Build Alternatives, an expressway and freeway, both of which would be constructed as four-lane facilities.

Under the No-Action Alternative, the proposed project would not be constructed or implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.

The expressway alternatives generally follow the existing U.S. Route 20 alignment but incorporate bypasses around towns along the route. Expressways have partial access control and employ the use of at-grade intersections. The freeway alternatives would extend from IL Route 84, north of Galena, to Business U.S. Route 20 near Bolton Road, northwest of Freeport. Freeways are divided highway facilities and use interchanges to fully limit access control.

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Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred Alternate. This selection includes the proposed locations of interchanges.

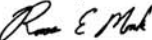
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5. generally avoids construction on or near ridge tops, thus making it consistent with JoDaviess County land-use initiatives;
6. provides for the maximum use of existing U.S. Route 20 as a scenic route for travelers;
7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
8. is one of the least costly alternates to build.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

St/US 20 freeport galena/tbg/angley



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
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PROGRAM DEVELOPMENT Studies & Plans

FAP Route 301 (US 20)
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JoDaviess and Stephenson Counties
Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Lewis and Theresa Riniker
6733 North High Ridge Road
Galena, Illinois 61036

Dear Mr. and Mrs. Riniker:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

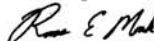
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Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

St/US20 Freeport Galena/tbg/riniker



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

Project and Environmental Studies
U.S. Route 20
Freeport to Galena
JoDaviess and Stephenson Counties

August 20, 2003

Mr. Bill Fawell
617 Ridge Street
Galena, Illinois 61036

Dear Mr. Fawell:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

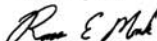
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Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

St/US 20 freeport galena/tbg/fawell



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

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US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. W. C. Kennedy
1352 South Knight Avenue
Park Ridge, Illinois 60068

Dear Mr. Kennedy:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

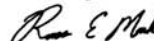
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Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

St/US20 Freeport Galena/tbg/kennedy



Illinois Department of Transportation

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US 20 Glacier Shadow Pass Study – Galena to Freeport

August 20, 2003

Mr. Kenneth Flack
Ms. Marilyn Flack
829 North Rocky Hill
Galena, Illinois 61036

Dear Mr. Flack and Ms. Flack:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

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If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

St/US20 Freeport Galena/lbg/flack/flack



Illinois Department of Transportation

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819 Depot Avenue / Dixon, Illinois / 61021-3500
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Job No. P-92-004-92
US 20 Glacier Shadow Pass Study – Galena to Freeport

August 20, 2003

Mr. Steve Machek
219 South West Street
Galena, Illinois 61036

Dear Mr. Machek:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

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If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

St/US20 Freeport Galena/lbg/machek



Illinois Department of Transportation

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PROGRAM DEVELOPMENT
Studies & Plans
FAP Route 301 (US 20)
Section 43-1, -2, -3, -4, -5 & 177-1
JoDaviess and Stephenson Counties
Job No. P-92-004-92
US 20 Glacier Shadow Pass Study – Galena to Freeport

August 20, 2003

Mr. George Swanson
4553 East Bethel Road
Elizabeth, Illinois 61028

Dear Mr. Swanson:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

St/US20 Freeport Galena/lbg/swanson



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
Studies & Plans
FAP Route 301 (US 20)
Section 43-1, -2, -3, -4, -5 & 177-1
JoDaviess and Stephenson Counties
Job No. P-92-004-92
US 20 Glacier Shadow Pass Study – Galena to Freeport

August 20, 2003

Mr. Homer Ashby
6501 South Gras Road
Stockton, Illinois 61085

Dear Mr. Ashby:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

St/US20 Freeport Galena/lbg/ashby